

REMARKS**Introductory Comments:**

Claims 1-23 are pending in the application. Claims 3 and 5-6 are rejected under 35 U.S.C. 102(e) as being anticipated by Winner et al. (6810311). Claim 23 is rejected under 35 U.S.C. §103(a) as being unpatentable over Winner et al. in view of Burgdorf et al. (US 2003/0109939 A1). Claim 20 is rejected under 35 U.S.C. §103(a) as being unpatentable over Winner et al. and Burgdorf et al. in view of Fukuyama (6366833). Claim 4 is rejected under 35 U.S.C. §103(a) as being unpatentable Winner et al. in view of Fukuyama. Claims 21-22 are objected to but would be allowable if rewritten. Claims 1-2 and 7-19 are allowable. Claim 21 is cancelled.

In Response To The 35 U.S.C. 102(e) Claim Rejections:

Claims 3 and 5-6 are rejected as being anticipated by Winner et al. According to the Office Action, as per claim 3, Winner et al. disclose a sensor offset correction method for a vehicle comprising: generating a first offset correction signal for a vehicle dynamic sensor at a sensor power up (see column 4, lines 31-52), generating a second offset correction signal for vehicle dynamic sensor when the vehicle is moving (see columns 7-8, lines 34-7), correcting vehicle dynamic sensor in response to at least one of first offset correction signal and second offset correction signal (see columns 6-7, lines 58-34). Winner et al. allegedly disclose stopping the vehicle, and delaying generating third offset correction signal thereby reducing influence of transient signals on third offset correction signal (see columns 8-9, lines 8-41).

Although the Applicants do not believe claim 3 to be anticipated by Winner et al. Applicants nevertheless amend claim 3 to depend from claim 1. As claim 1 is allowable, claim 3 is also believed to be allowable through its dependence therefrom. Claims 4-6 depend from the amended claim 3 and are believed to be allowable for at least this reason.

In Response To The 35 U.S.C. 103 Claim Rejections:

The Office Action rejects claim 23 because, according to the Office Action, Winner et al. disclose a control system for an automotive vehicle having a vehicle body comprising: cluster of vehicle dynamic sensors position within the vehicle body adapted to generate a plurality of vehicle dynamic signals (see column 4, lines 31-52; and column 5, lines 1-15), a controller adapted to generate a first offset correction signal for one of cluster of said vehicle dynamic sensors in response to a DC bias and at a sensor power up (see column 4, lines 53-67), the controller further adapted to generate a third offset correction signal for one of said cluster of vehicle dynamic sensors when the vehicle is at rest and one of cluster of vehicle dynamic sensors is below an accuracy threshold (see columns 6-7, lines 58-33; and column 10, lines 20-48), the controller delaying generating third offset correction signal until vehicle turning has ceased, and compensating for an initialization occurring during a vehicle turn table event when the vehicle is standing still following initialization, the controller further adapted to correct one of cluster of vehicle dynamic sensors in response to said first offset correction signal, said second offset correction signal and third offset correction signal (see columns 8-9, lines 8-42).

The Office Action recognizes that Winner et al. do not disclose a controller further adapted to generate a second offset correction signal for one of cluster of vehicle dynamic sensors in response to a signal equivalent to a temperature drift signal and when the vehicle is moving.

However, according to the Office Action, Burgdorf et al. disclose a controller further adapted to generate a second offset correction signal for one of cluster of vehicle dynamic sensors in response to a signal equivalent to a temperature drift signal and when the vehicle is moving (see the abstract; [0007] through [0012]; and [0029] through [0038]).

Although the Applicants do not believe claim 23 to be obvious in view of the prior art, the Applicants nevertheless amend claim 23 to include the limitations of claim 22. As claim

22 is allowable, the amended claim 23 is also believed to be allowable because the amended claim and the prior art differ.

Claim 20, is rejected as being unpatentable over Winner et al. in view of Burgdorf et al. and Fukuyama. As per claim 20, Winner et al. allegedly disclose a sensor offset correction method for a vehicle comprising: generating a first offset correction signal for a vehicle dynamic sensor at a sensor power-up in response to a DC bias (see column 10, lines 20-48), generating a third offset correction signal for vehicle dynamic sensor when the vehicle is at rest and vehicle dynamic sensor is below an accuracy threshold (see columns 6-7, lines 57-33), correcting vehicle dynamic sensor in response to first offset correction signal, and third offset correction signal, and delaying generating third offset correction signal until vehicle turning has ceased (see columns 8-9, lines 8-42), and compensating for an initialization occurring during a vehicle turn table event when the vehicle is standing still following initialization (see columns 5-6, lines 15-57). The Office Action recognizes that Winner et al. do not disclose generating a temperature drift signal, and a second offset correction signal.

According to the Office Action, however, Burgdorf et al. disclose generating a temperature drift signal for sensor, and generating a second offset correction signal for vehicle dynamic sensor when the vehicle is moving in response to temperature drift signal (see [0007] through [0012]; and [0029] through [0038]), and correcting vehicle dynamic sensor in response to second offset correction signal (see [0057] through [0065]). The Office Action recognizes Winner et al. do not disclose generating third offset correction signal in response to vehicle dynamic sensor indicating a change in lateral acceleration or longitudinal acceleration.

However, according to the Office Action, Fukuyama discloses generating third offset correction signal in response to vehicle dynamic sensor indicating a change in lateral acceleration or longitudinal acceleration (see columns 7-9, lines 30-8; and columns 12-13, lines 11-22).

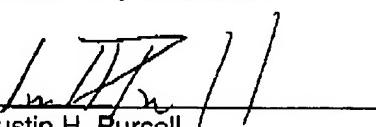
Although the Applicants do not believe claim 20 to be obvious in view of the prior art, the Applicants nevertheless amend claim 20 to include the limitations of claim 21. As claim 21 is allowable, the amended claim 20 is also believed to be allowable because the amended claim and the prior art differ.

Claim 4, is rejected as being unpatentable over Winner et al. in view of Fukuyama. As claim 4 depends from the amended claim 3, which is allowable over the prior art, claim 4 is believed to be allowable for at least this reason.

Conclusions:

In view of the aforementioned remarks, it is respectfully submitted that all pending claims are in a condition for allowance. A notice of allowability is therefore respectfully solicited. Please charge any fees required in the filing of this amendment to Deposit Account 06-1510 if insufficient funds use 06-1505. Should the Examiner have any further questions or comments please contact the undersigned.

Respectfully submitted,

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